

**ABSTRACT OF THE DISCLOSURE**

In a vehicular brake force control apparatus, an engine brake force  $Feb$  is calculated; a road surface friction coefficient  $\mu$  and a rear wheel degree of grip  $\epsilon_r$  is calculated ; and a threshold value  $Ke$  is calculated such that the threshold value  $Ke$  increases as the road surface friction coefficient  $\mu$  becomes smaller. When the rear wheel degree of grip  $\epsilon_r$  is smaller than the threshold value  $Ke$ , it is determined that vehicle behavior of a vehicle is liable to become unstable when the engine brake force  $Feb$  acts. In this case, a sum of the engine brake force  $Feb$  and a target friction brake force  $F_{bv}$  based upon a steering operation amount of a driver is distributed to each wheel in accordance with a distribution that stabilizes the vehicle behavior of the vehicle. Based on this distribution result, a friction brake force and an output torque of the engine are controlled.